

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: ~~F-7-123~~ F-7-124

Name: 10045/MD 75 over Fahney ~~Creek~~ Branch

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u> X </u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____	

Reviewer, OPS: <u> Anne E. Bruder </u>	Date: <u> 3 April 2001 </u>
Reviewer, NR Program: <u> Peter E. Kurtze </u>	Date: <u> 3 April 2001 </u>

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**MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST**

F-7-124
MHT NO. F-7-123

NAME AND SHA NO.: 10045

LOCATION

Road Name and Number: MD 75 over Fahrney Branch

City/Town: Fountain Mills X vicinity

County: Frederick

Ownership: X State County Municipal Other

Bridge projects over: Road Railway X Water Land

Is bridge located within designated district?: yes X no
 NR listed district NR determined eligible district
 locally designated other
Name of District

BRIDGE TYPE

- Timber Bridge
 Beam Bridge Truss-Covered Trestle Timber-and-Concrete
- Stone Arch Bridge
- Metal Truss Bridge
- Moveable Bridge
 Swing Bascule Single Leaf Bascule Multiple Leaf
 Vertical Lift Retractable Pontoon
- Metal Girder
 Rolled Girder Rolled Girder Concrete Encased
 Plate Girder Plate Girder Concrete Encased
- Metal Suspension
- Metal Arch
- Metal Cantilever
- X Concrete
 Concrete Arch Concrete Slab X Concrete Beam Rigid Frame
 Other Type Name

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DESCRIPTION

Describe the Setting:

Bridge 10045 carries MD 75 over Fahrney Branch north of the city of Frederick in the central portion of the county. MD 75 runs in a generally north-south direction; Fahrney Branch flows east-west. The surrounding area, which includes farmland and scattered residential development, is located in the Piedmont physiographic province, an area characterized by variegated topography where waterways have cut through the valleys.

**Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)**

Since the current inspection file was not available at the time of the research effort, information regarding the structure's dimensions and condition is based upon inspection reports dating between 1959 and 1980. Bridge 10045, a single-span concrete tee-beam bridge, has a clear span length of 34' and an overall bridge length of 37'. The 30' wide asphalt roadway carries two lanes of traffic. Steel W-beam guardrails are attached to the paneled endposts of the open balustrade concrete parapets. The substructure consists of striated concrete wing walls and abutments.

According to an inspection report dated 1980, the girders and balustrade showed some areas of rusted, exposed rebars, as well as spalling, scaling, and delamination. Defects in the substructure included severe scaling at the northeast, northwest, and southwest wings and vertical and irregular cracks in the breastwalls and abutment.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

There is no evidence that this bridge has undergone any major alterations since its construction.

HISTORY

When Built: 1933

Why Built: Statewide road improvement programs and local transportation needs

Who Built: State Roads Commission of Maryland

Who Designed: Unknown

Why Altered: N/A

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Was this bridge built as part of an organized bridge building campaign?: No

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☐ A (Events) ☐ B (Person) ☐ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

The improvement of Frederick County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No, the construction of this bridge did not have a significant impact on the growth and development of this portion of Frederick County.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, this bridge is not located within an area eligible for historic district designation.

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Is the bridge a significant example of its type?

Yes, due to its apparent lack of major alterations and fair condition, this bridge stands as a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes, this bridge appears to retain integrity of its character defining elements. Because inspection reports for the 15 years between 1980 and 1995 have been unavailable, it is difficult to assess potential changes or significant repairs to this bridge.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

Should this bridge be given further study before significance analysis is made, and why?

Yes, the most recent inspection reports regarding this bridge should be consulted to determine if any significant changes have occurred within the past fifteen years.

BIBLIOGRAPHY

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1906 *First Report on State Highway Construction (May 1905-January 1906)*. The Johns Hopkins Press, Baltimore.

1908 *Second Report on State Highway Construction (January 1906-January 1908)*. The Johns Hopkins Press, Baltimore.

Johnson, A.N.

1903 *Third Report on the Highways of Maryland (1902-1903)*. The Johns Hopkins Press, Baltimore.

LeViness, Charles T.

1958 *A History of Road Building in Maryland*. State Roads Commission of Maryland, Baltimore.

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P.A.C. Spero and Company and Louis Berger and Associates, Inc.

1994 *Historic Bridges in Maryland: Historic Context Report.* Prepared for Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore.

State Roads Commission of Maryland

1930 *Reports of the State Roads Commission of Maryland for the Years 1927, 1928, 1929, and 1930.* State of Maryland, State Roads Commission, Baltimore.

1931-32 As-built drawings. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

1931-80 Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

SURVEYOR INFORMATION

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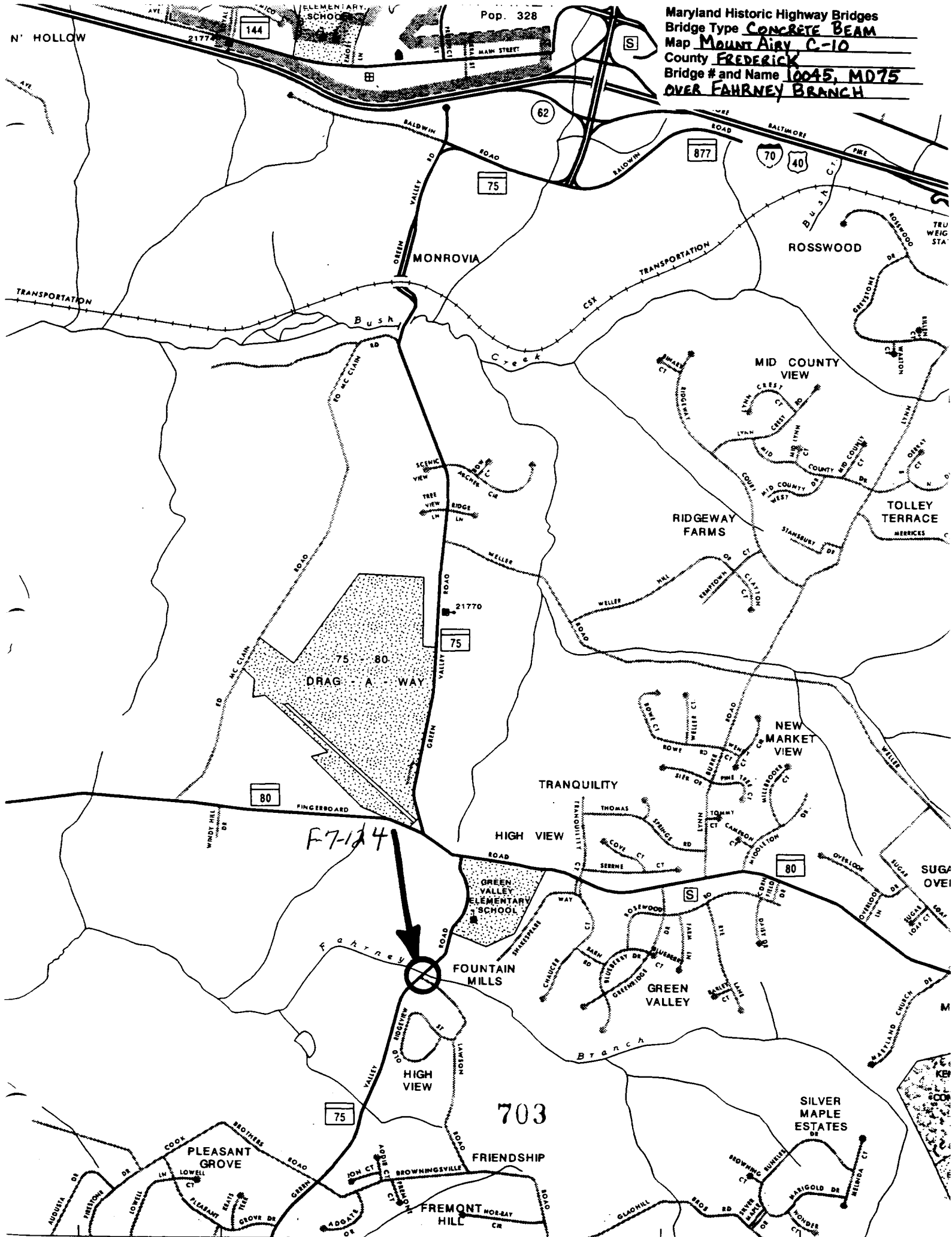
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Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM

Map MOUNT AIRY C-10

County FREDERICK

Bridge # and Name 10045, MD75
OVER FAHRNEY BRANCH





Inventory # F-7-124

Name 10045-MD 75 OVER FAHMEY BRANCH

County/State FREDERICK COUNTY /MD

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SHA

Description ELEVATION LOOKING WEST

Number ¹~~28~~ of ~~36~~ ⁴~~31~~



Inventory # F-7-124

Name 10045-MD 75 OVER FAHMEY BRANCH

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SHA

Description SOUTH APPROACH

Number 2 of 36 34 4



Inventory # F-7-124

Name 10045-MD 75 OVER FAHMEY BRANCH

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SWA

Description ELEVATION LOOKING EAST

Number ³30 of ⁴~~36~~ 34



Inventory # F-7-124

Name 10045 MD 75 OVER FAHMEY BRANCH

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 1/05

Location of Negative SHA

Description NORTH APPROACH

Number 4 of ~~28~~ 344